

THE MAINE LIAISON



Edition 37

Maine Bureau of Highway Safety

March 2022

Distracted Driving Awareness Month

April is Distracted Driving Awareness Month and new NSC estimates show that our roads are the most dangerous they've been in years; "on a typical day, eight people are killed and hundreds more are injured in distraction-affected crashes. You face distracted driving risks on every trip." Any time a driver manipulates talks into or otherwise interacts with a handheld electronic device they put themselves and others at risk.

Distracted driving includes just about any activity that takes your attention away from operating a vehicle safely. Title 29A defines it as the operation of a motor vehicle by a person who, while operating the vehicle, is engaged in an activity: (1) That is not necessary to the operation of the vehicle; and (2) That actually impairs, or would reasonably be expected to impair, the ability of the person to safely operate the vehicle.

Getting an accurate number of crashes caused by distraction is difficult for many reasons. Unless an operator admits to have been distracted prior to the crash there is little evidence. But why else would they be involved in a crash? Exact crash data suffers for this reason. A better indicator is enforcement efforts. We know everyone is an angel when a cruiser is in the area but plenty are distracted and don't see the cruiser. Those are the drivers you should focus on. They're truly distracted. Then track citations and warnings. **TR**

Remember, 85 Saves Lives

Risk Analysis and Guidance for First Responders

Risk Analysis services are provided at no cost to First Responders

Anytime you are interacting with a **hybrid or electric vehicle** that has been involved in a collision, fire, mechanical failure or a water related incident, and you need guidance to ensure the vehicle is safe to release out of your care, call the ESA for a Risk Analysis at 1-855-372-7233.

The RAA will determine the vehicle's risk level. Please share this information with your local fire departments and tow services. If you have your own tow yard please protect yourselves and look into the dangers. [Read More](#)

More on electric vehicles inside.



- Electric Car Hazards
- TSRP Talk
- My Car Does What?
- Advance Driver Assistance Systems
- Traffic Surveillance Cameras
- CDL Webinar
- 2022 DRE Class
- Chemists Corner
- Federal Railroad Administration
- Reasonable Articulate Suspicion
- Utah's 0.05 BAC
- Maine Driving Dynamics
- Move Over Law
- Fatalities Through February

The Maine Bureau of Highway Safety



TSRP TALK

THE TOLL OF EVERYDAY TRAFFIC
INFRACTIONS: 2019 FATALITY ANALYSIS
REPORTING SYSTEM (FARS) DATA
FOR MAINE

By: Joshua K. Saucier, Assistant Traffic Safety Resource Prosecutor, Maine Bureau of Highway Safety

As a TSRP, I keep up with news of fatal crashes more so than I ever previously have. What has shocked me is the sheer number of avoidable deaths, especially those caused or contributed to by what would often be considered “minor” traffic violations. A review of those cases has led me to one question: “what can we do better?”

A natural starting point toward answering that question – one that will never be completely answered – was the data. The 2020 Fatality Analysis Reporting System (FARS) data is now available, but some of its analysis tools are not yet ready. With that in mind, I used the 2019 data, and its available tools. The below chart is from the available FARS tools and shows the “factors,” involved with all drivers, that contributed to the crash. The number of avoidable deaths is still striking. Here’s the chart:

Related Factors for Drivers Involved in Fatal Crashes — State : Maine, Year : 2019		
Factors	Number	Percent
Driving too fast for conditions or in excess of posted limit	42	22.2
Failure to keep in Proper Lane	31	16.4
Under the influence of alcohol, drugs, or medication	23	12.2
Failure to Yield Right of Way	10	5.3
Distracted (phone, talking, eating, object, etc.)	9	4.8
Overcorrecting/oversteering	9	4.8
Operating vehicle in a careless manner	3	1.6
Failure to Obey traffic signs, signals, or officer	3	1.6
Operating vehicle in erratic, reckless, careless, or negligent manner	21	11.1
Swerving or avoiding due to wind, slippery surface, vehicle, object, nonmotorist in roadway, etc.	9	4.8
Vision obscured (rain, snow, glare, lights, building, trees, etc.)	4	2.1
Drowsy, asleep, fatigued, ill, or blackout	15	7.9
Driving wrong way on one—way trafficway or wrong side of road	1	0.5
Other Factors	16	8.5
None Reported	50	26.5
Unknown	30	15.9
Total Drivers	189	100

Note: The sum of the numbers and percentages is greater than total drivers as more than one factor may be present for the same driver.

NHTSA, DRIVERS RELATED FACTORS FOR DRIVERS INVOLVED IN FATAL CRASHES - STATE: MAINE, YEAR: 2019,

Continued on the next page

<https://www-fars.nhtsa.dot.gov/People/PeopleDrivers.aspx>

TSRP TALK

I am sure that you noticed the turquoise highlights. I added those. Those, to me, represent conduct that is inherently a traffic infraction (though could be more). If 42 of 189 total drivers would have slowed down, more Mainers might be alive today. If 31 of 189 drivers would have stayed on their sides of the road, more siblings, spouses, parents, and children might still be breathing. When you add all those turquoise items together, you will find that conduct that could be considered a traffic infraction was a factor contributing to the crash for 96 of the 189 drivers involved in a fatal crash in 2019. That is almost 51% of those drivers. There may be some inflation with these numbers: multiple factors can be marked for a single driver and eliminating one might not have prevented the crash. Still, the number is staggering.

I wish that I had a cure all to give to you – a way that we could all ensure that our loved ones are safe from stupid, avoidable errors and distractions while they are traveling to and from work – but I don't. The most that I can offer is that we raise awareness of the dangers of everyday traffic infractions, get tougher on violations of Title 29-A, Section 2413-A (motor vehicle violation causing death), and try to ensure that such toughness reaches the public through the media.

Those who operate under the influence aren't the only killers on our roadways; those who speed, who are distracted, who don't stay in their lane, and who commit various other traffic infractions all contribute, every year, to fatal crashes that didn't have to happen. I only hope that this musing will start a conversation, and maybe – just maybe – it will convince some of you to devote a little extra time to enforcing traffic safety violations² and to dedicate extra time and resources to prosecuting Title 29-A, Section 2413-A violations.³

We here at the Maine Bureau of Highway Safety are here to help, whether you are a prosecutor or a law enforcement officer. Never hesitate to reach out.

Disclaimer: The information provided in this article does not, and is not intended to, constitute legal advice; instead, all information, content, and materials herein are for general informational purposes only. Information herein may not constitute the most up-to-date legal or other information.

¹ The data isn't perfect for my purposes in that it includes all factors and not just the primary factor; for instance, if a driver were both drunk and distracted both could be marked for the same crash.

² See Fliss, M.D., Baumgartner, F., Delamater, P. |et al. Re-prioritizing traffic stops to reduce motor vehicle crash outcomes and racial disparities. *Inj. Epidemiol.* 7, 3 (2020). <https://doi.org/10.1186/s40621-019-0227-6> (correlating traffic safety enforcement with both equity and reduced crashes).

³ See, e.g., John Clennan, *How to Deter Pedestrian Deaths: A Utilitarian Perspective on Careless Driving*, 15 *Touro Law Review* Vol. 26, No. 2, Art. 5, p. 435 (2020) (arguing that increased penalties for careless driving (via statutory change) are needed in New York to generally deter such careless driving).

Have you ever rented a car on vacation? You jump in and race out of the lot anticipating your arrival at the final destination. Odds are the rental is a newer model. It has lights and sounds and things happen that you then have to figure as you drive. Bad idea. The steering wheel shimmies, lights on side mirrors flash, some even shut down at the traffic lights. You should always take a moment to learn the features of the make and model you are driving before you leave the lot. Once you're on the road you don't want the added distraction of trying to figure it out. **TR**



[MyCarDoesWhat.org](https://mycardoeswhat.org) uses videos, graphics, animation, social media and other resources to educate the public on the ever-changing world of car safety features. The campaign provides quick and easy-to-use information for any driver, no matter what kind of car they have or how old it is.

February 2022 LEL Webinar Recording Available – Brett Robinson and Tim Beckham of Highway Safety Services, LLC presented an interactive webinar on Advanced Driver Assistance Systems (ADAS). The webinar helped LELs better understand ADAS safety features so that they can inform and influence law enforcement professionals and the communities they serve. [Watch the webinar recording >>](#)



NATIONAL
LAW ENFORCEMENT LIAISON
PROGRAM



Links for More Information on Advance Driver Assistance Systems (ADAS)

- My Car Does What? (<https://mycardoeswhat.org/>)
- Traffic Safety Education Foundation (www.tsef.org) and (www.trafficsafetyeducationfoundation.org/vdatt-video)
- NHTSA (<https://www.nhtsa.gov/equipment/driver-assistance-technologies>)
- Insurance Institute for Highway Safety (www.iihs.org)
- AAA Foundation for Traffic Safety (<https://aaafoundation.org/>)
- Society of Automotive Engineers (www.sae.org)
- American Association of Motor Vehicle Administrators (www.aamva.org) - Guidelines for Skills Testing
- Toyota Vehicle Safety Education Program (<http://brainonboard.ca/about/>)
- AARP Smart DriverTEKTM (<https://learn.aarp.org/smart-drivertek-onlineworkshops>)
- You Tube (www.youtube.com) - Manufacturer specific pages/videos

IIHS: Used car buyers less likely to know about their vehicles' ADAS features



As more vehicles equipped with advanced driver assistance system (ADAS) technology are sold on used car lots, it's increasingly likely that owners will not know what safety features their cars have, according to a study by the Insurance Institute for Highway Safety (IIHS). [Read More](#)

NHTSA to Allow Adaptive Driving Beam Headlights on New Vehicles, Improving Safety for Drivers, Pedestrians, and Cyclists

Adaptive driving beam headlight systems, or ADB, use automatic headlight beam switching technology to shine less light on occupied areas of the road and more light on unoccupied areas. The adaptive beam is particularly useful for distance illumination of pedestrians, animals, and objects without reducing the visibility of drivers in other vehicles. [Read More](#)



2117. Use of traffic surveillance cameras restricted

Except as provided in subsections 1 and 2, the State or a municipality may not use a traffic surveillance camera to prove or enforce a violation of this Title. For purposes of this section, "traffic surveillance camera" means a device that, in conjunction with a lighted traffic-control device or a lane direction control device, as described in section 2057, subsections 1 and 3, or a speed measurement device as described in section 2075, subsection 4, automatically produces one or more photographs, one or more microphotographs, a videotape or any other recorded image of a vehicle at the time the vehicle is operated in violation of state law.

1. **School buses.** The State or a municipality may use a traffic surveillance camera mounted on a school bus in conjunction with a lighted traffic-control device to prove or enforce a violation of section 2308, subsection 2. A photograph, microphotograph, videotape or other recorded image or audio produced by a traffic surveillance camera mounted on a school bus is confidential and may only be released to a law enforcement officer for the purpose of an investigation into a violation of the law or to a law enforcement officer, prosecutor, defendant or court for the purpose of a prosecution of a violation of the law.

The state or a municipality may not retain a photograph, microphotograph, videotape or other recorded image or audio produced by a traffic surveillance camera mounted on a school bus for more than 30 days from the date of production unless it is released in accordance with this subsection.

For the purposes of this subsection, "prosecutor" means a person who by virtue of public employment is vested by law with a duty to prosecute offenders for crimes, whether that duty extends to all crimes or is limited to specific crimes.



2. Toll enforcement. The Maine Turnpike Authority may use a photo-monitoring system, as defined by Title 23, section 1980, subsection 2-A, paragraph B, subparagraph (4), for toll enforcement purposes.

MARCH NEWSLETTER

MAINE'S PREMIER YOUTH

ME SADD



Christina Schechtman

Regional Manager (ME, VT, NH)

(o): 207.489.4334 | she/her



Calling All SROs and LEOs! Help your community end distracted driving and tackle digital distraction with TextLess Live More. TLLM is a national awareness campaign with a mission to end distracted driving and promote digital wellness, and serves as Students Against Destructive Decision's premiere distracted driving program, empowering young people nationwide to change their behaviors behind the wheel.

Email Maine State Coordinator Christina Schechtman to set up a **FREE** distracted driving awareness event. Some ideas include:

- A pledge signing
- A presentation, virtual or in person
- A TLLM certification training for students
- & more!

NSC Analysis: Traffic is Back to Pre-pandemic Levels, Deaths Continue to Climb



From the federal government to everyday road users, we must act together to save lives.

The National Safety Council released its preliminary estimates for motor vehicle fatalities in 2021, and for a second year in a row, the numbers are dark and deeply concerning. [NSC data](#) show more than 46,000 people died on U.S. roads in 2021, a 9% increase from 2020. [Read More](#)

CDL holders have the privilege of operating 80,000 pound vehicles, and with that privilege comes greater training, licensing expectations and responsibility. This webinar will analyze the rules and regulations about CDL operators and impaired driving and the legal, as well as the often deadly practical, consequences of what happens when a CDL driver chooses to operate a vehicle while impaired.



**National Association of
Prosecutor Coordinators**

Tue, Apr 19, 2022 1:00 PM - 2:00 PM CDT [Register here](#)

In infrastructure law, a stronger emphasis on highway safety

States told they can no longer set goals that allow traffic deaths to increase each year

Roll Call

Now, the federal government, partly through the bipartisan infrastructure law passed last year and partly through a 42-page National Roadway Safety Strategy released in January, is telling states they can no longer set goals that allow traffic deaths to increase from one year to the next.

[Read More](#)

Daily Headlines

Woman 'distracted' by phone slams into stopped pickup on Wake County interstate: troopers



Police: Distracted Driver Causes 4-Vehicle Crash



Distracted driver causes seven-vehicle crash



And it goes on and on...

Fatality Facts 2019 Yearly Snapshot

A total of 36,096 people died in motor vehicle crashes in 2019. The U.S. Department of Transportation's most recent estimate of the annual economic cost of crashes is \$242 billion.



Contributing to the death toll are alcohol, speeding, lack of safety belt use and other problematic driver behaviors. Death rates vary by vehicle type, driver age and sex, and other factors.

In 1975, the U.S. Department of Transportation started an annual census of motor vehicle deaths, recording information on crash type, vehicle type, road type, driver characteristics and a variety of other factors. Institute researchers analyze these data each year to quantify the public health problem of motor vehicle deaths.

The following facts are based on analysis of data from the [U.S. Department of Transportation's](#) Fatality Analysis Reporting System (FARS).

2022 DRE Students



The front: L-R - Nicholas Johnson (MWS), Tanya Allen (Waterville PD), Gregory Mailhot (Androscoggin SO), Chantel Allen (Saco PD), Ashley Sargent (North Berwick PD), Samantha Prior (Biddeford PD), Tyler Monsees (Cumberland SO), Laney Merchant (MSP)

Rear - Jim Lyman (MCJA), Michael Pina (Piscataquis SO), Nate Tilton (Knox SO), Jordan Jandreau (Rockland PD), Stephen Day (Holden PD), Chris Gray (Orono PD), Adam Bouchard (Aroostook SO)

Over 40% Of Drivers Who Consume Alcohol And Cannabis Report DUI

More than two in five drivers – 42 % – who used alcohol and cannabis in the past year said they drove under the influence (DUI) of alcohol, cannabis or both, raising public health concerns. People who said they used alcohol and cannabis at the same time were more likely to report driving under the influence of cannabis alone or combined with alcohol. [Read More](#)

Forbes

Traffic enforcement improves the quality of life in your community.

Study Explores Simultaneous Use of Substances on Impaired Driving Impact

A new nationally representative study provides data on the use of alcohol and cannabis and the likelihood of impaired driving.

[Read more >>](#)

**automotive
FLEET®**



Pictured from left to right are, DRE Senior Instructor Trooper Garret Booth, Maine State Police, DRE Senior Instructor and DRE School Course Manager, Specialist Seth Allen, Maine State Police, Williams, DEC State Coordinator and Impaired Driving Programs Coordinator Jim Lyman, Maine Criminal Justice Academy.

DRE Instructor Ray Williams, third from left, teaching at the February 2022 DRE School at the Maine Criminal Justice Academy. Ray attended the first Maine DRE School in 1991 and is the last active DRE/DRE Instructor from that class. This is Ray's last DRE School as he plans to retire early 2023.



MAINE BUREAU OF HIGHWAY SAFETY



CHEMIST CORNER

MAINE CDC-DHHS

HEALTH & ENVIRONMENTAL TESTING
LABORATORY-FORENSIC CHEMISTRY
SECTION: TOXICOLOGY

Blood Drug Testing Program A review of 2021:

Total Samples Submitted for Drug Testing:	507
Samples with Drugs Detected	414
Samples with No Drugs Detected	93

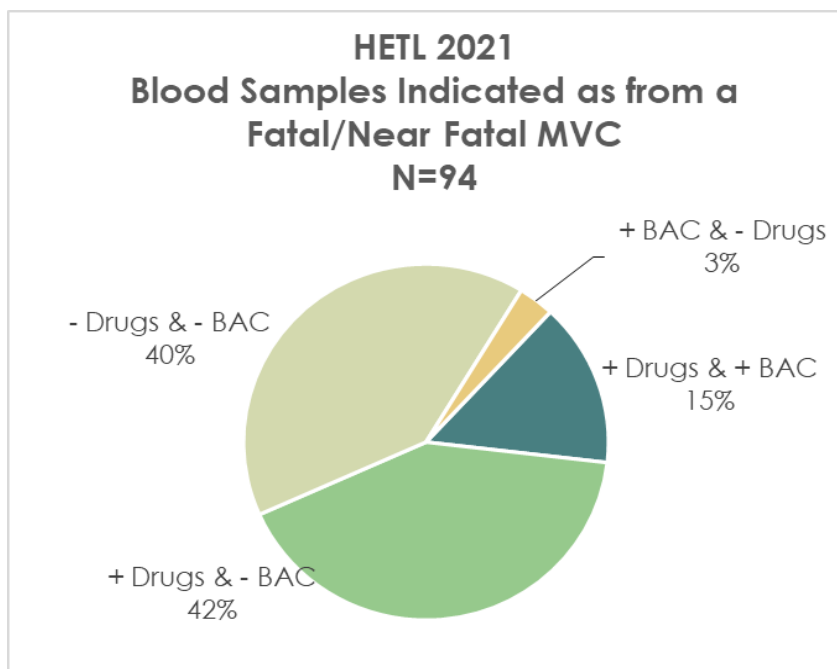
To Order Blood Kits:

Email: Valerie.J.Leather@maine.gov

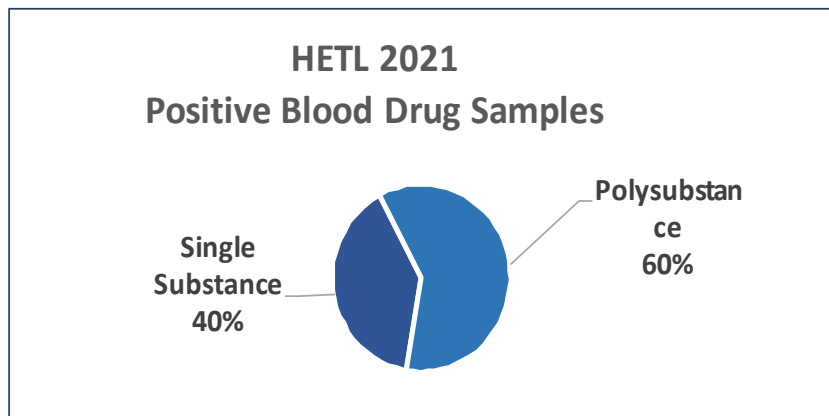
Phone: 207-287-1712

Remember to fill out the Analysis Request Form (located in all DHHS issued kits) for all submitted blood samples.

For extra forms please contact: 207-287-1713 or Ellen.A.Fraser@maine.gov



Important:
If blood drug testing is not requested for a sample HETL shall only perform blood alcohol testing.



Don't Let Railroads Become Roadblocks

Take advantage of resources available to help EMS and other first responders avoid delays caused by railroads and respond safely to incidents on or near railroad crossings

If you've been in EMS long enough, it's probably happened to you: You're on the way to an emergency call, or taking a patient to the hospital, and you have to stop for a train.

In most cases, the train quickly passes, or there's an alternate route. But sometimes, a train is stopped on the tracks for extended periods, delaying EMS and other first responders and potentially impacting patient care. This can be especially problematic in rural areas, where there might not be an easy way around or another ambulance to dispatch.

A recent news story even highlighted an ambulance that was delayed for several minutes while treating a patient in cardiac arrest. While the delay may or may not have made a difference in the outcome in this particular case, the story highlighted the possible detrimental effect of similar situations.

Fortunately, resources exist to help first responders facing these circumstances. According to Michail Grizkewitsch with the Federal Railroad Administration's Office of Railroad Safety, one of the first things responders can do is look for a blue **Emergency Notification System** sign with two sets of numbers on it. One is the phone number that will connect them directly to the railroad dispatcher overseeing that specific track. The other number is a unique Department of Transportation identifier for that crossing, so you can quickly let the dispatcher know where you are.



"First responders should directly call that number so they can immediately talk to the railroad dispatcher," Grizkewitsch said. By calling from the scene, rather than asking their emergency communications center to call, the responders can save critical time and provide important information directly to the railroad. Using the phone number on the sign is critical

In addition to using the ENS number to report or request information about a blocked crossing, it can also be used to notify the railroad of malfunctioning crossing warning devices or emergencies on the tracks such as a stranded vehicle. (EMS clinicians and other first responders should always follow their state and local policies for making notifications.)

The FRA is also tracking railroad crossings that are chronically blocked to try to correct problems and avoid future delays to emergency vehicles. In 2019, FRA launched the **Public Blocked Crossing Incident Reporter** web portal to enhance our knowledge about blocked crossings, and we encourage affected persons including emergency responders to submit reports when they encounter such conditions. The information and data collected is used by FRA and other regulators to work with the railroads to correct these issues and minimize the impact of blocked crossings.

The Federal Railroad Administration has [created educational materials](#) that go into more detail on these topics as well as other railroad safety issues relevant to first responders.

Another resource provided by FRA is our **Rail Crossing Locator Mobile App** that shows all crossings and includes the information posted on the blue ENS signs, in case a sign is not visible or damaged. Organizations can also access a GIS layer with the same information, which can be inputted into a computer-aided dispatch (CAD) system or used for planning.

FRA has also created a series of videos for first responders that outline railroad safety and emergency response information. The videos, fact sheets and other information can all be found on the [FRA's first responder resource page](#). A new video, created specifically for educating EMS personnel, is also in production and will be available later this year. Any questions please contact Michail.grizkewitsch@dot.gov



<https://railroads.dot.gov/>

Motor vehicle crashes remain the primary cause of death for African-Americans 24 years old and younger. While many African-Americans understand the risks of not wearing a seat belt, 56% of those killed in motor vehicle crashes were unbuckled.

Visit our [website](#) where you'll find campaign materials like a social media playbook and educational PowerPoint, for generating awareness the dangers associated with not wearing a seat belt and convince unbelted occupants to buckle up - every trip, every time.

[Campaign Materials Now Available](#)



Risky Drivers Drove More During Pandemic, AAA Says

Traffic deaths surged during the pandemic, despite less cars on the road. A new study from AAA found an increase in reckless drivers on the roads may be to blame. The study, conducted in fall of 2020, found an estimated 4% of drivers in the United States reported they increased their driving during the pandemic. [Read more at abcnews.go.com](https://abcnews.go.com).



Maine Bureau of Highway Safety

REASONABLE ARTICULABLE SUSPICION

STATE V. PINKHAM, 586 A.2D 730 (ME. 1991)

TRAFFIC STOPS

- OBSERVED VIOLATION OF THE CRIMINAL CODE
- OBSERVED VIOLATION OF THE MOTOR VEHICLE CODE
- OBSERVED VIOLATION OF A LOCAL ORDINANCE
- A REQUEST BY ANOTHER OFFICER OR AGENCY BASED ON THEIR REASONABLE SUSPICION OR PC (THE COLLECTIVE KNOWLEDGE RULE)
- A SAFETY VIOLATION OR CONCERN: MAY BE NON-OPERATIONAL
- KNOWLEDGE OF AN EXISTING WARRANT OF ARREST FOR THE OPERATOR OR ANY-PASSENGER
- ANYTIME THERE IS REASONABLE SUSPICION TO BELIEVE THAT THE VEHICLE CONTAINS EITHER EVIDENCE OF, OR A PERSON INVOLVED, IN A CRIME.



[State v. Pinkham :: 1989 :: Maine Supreme Judicial Court Decisions :: Maine Case Law :: Maine Law :: US Law :: Justia](#)

[State v. Sylvain, 2003 ME 5, 814 A.2d 984 – CourtListener.com](#)

DRIVE SOBER MAINE!

Uber To Use Alerts To Remind Riders To Buckle Up

Ride-sharing company Uber Technologies (UBER.N) plans to begin reminding passengers to wear seat belts...its new feature that launches Tuesday aims to alert riders to buckle up via a distinctive chime from the driver's phone and a simultaneous push notification to the rider's phone. [Read more at reuters.com](#).



NHTSA Releases 2020 Traffic Crash Data –

The National Highway Traffic Safety Administration (NHTSA) released its [2020 annual traffic crash data](#), showing that 38,824 lives were lost in traffic crashes nationwide in 2020. That number marks the highest number of fatalities since 2007. [Read more >>](#)



Only 70% of People Say They Buckle up in the Back Seat: Survey

Most people buckle up in the front seat, which is the law, and according to the Insurance Institute for Highway Safety, adults have gotten the message that it's safer for kids to ride in the back seat properly restrained, but when it comes to their own safety, there is a common misperception that buckling up is optional.

A [survey](#) by the IIHS found only about 70% of people say they buckle up in the back seat. [Read More](#)



Check To Protect Quarterly Newsletter

1 in 5 vehicles on the road have an open safety recall in urgent need of repair – and many drivers don't know that their vehicle could have a recall, or don't understand the urgency of getting it repaired.

You can help change that. We invite you to help us alert drivers about safety recalls and urge them to schedule free repairs today.

Share their social media [Check To Protect \(thesocialpresskit.com\)](#)



Recall Repairs are Always Free

All safety recalls are free to repair at authorized dealers. You do not have to purchase or regularly service your vehicle at a dealer to get the free repair.

New Data from NHTSA Found that Utah's .05% Law Improved Road Safety

Could a decrease in legal blood alcohol content improve transportation safety and save lives? The National Highway Traffic Association has released a new study that analyzes data from Utah before and after the state dropped its legal impaired driving limit to .05 percent. Despite the fact that there was an increase in miles travelled, Utah's fatal crash rate dropped by 19.8 percent in 2019, the first year under the lower limit. [Read more at ohsonline.com](#).

NHTSA Study Shows Impact of .05 BAC

A new National Highway Traffic Safety Administration (NHTSA) [study](#) supports a National Transportation Safety Board (NTSB) safety recommendation that lowering the blood alcohol concentration (BAC) limit from .08 to .05 will save lives and increase road safety.

[Read more >>](#)



'U Drive. U Text. U Pay.' High Visibility Enforcement Campaign Materials Now Available

As part of Distracted Driving Awareness Month in April, the "U Drive. U Text. U Pay." media campaign centers on efforts to keep distracted drivers off the road.

April 4-11, 2022 / High Visibility Enforcement Mobilization

[Read more >>](#)



Falling asleep at the wheel isn't the only danger when driving tired, study finds

The dangers of driving tired are well-known, but new research suggests it's not just the risk of falling asleep at the wheel that's a concern. Researchers have found that tired drivers have poor hazard perception, speed control and awareness of other road users. [Read More](#)

Express & Star

Maine traffic fatalities are up significantly up in 2022

According to the Bureau of Highway Safety, contributing factors in these crashes continue to be unsafe and illegal speeds, reckless driving, alcohol and drug impaired driving, and non-use of safety restraints.

[Read More](#)

**MaineDOT**

Highway Crash Statistics 2020 Edition

Great information with graphs and tables. [Read More](#)

Sheriff: Fugitive arrested during traffic stop had 'machine gun'



FLAGLER COUNTY, Fla. — A Georgia man wanted on felony charges is now facing federal firearms charges after deputies say he was found with an illegal weapon during a traffic stop. According to investigators, Benjamin Bowie was southbound on Belle Terre Parkway Nov. 21 when deputies stopped his car for a minor vehicle infraction. [Read More](#)

minor vehicle infraction

Traffic stop leads to gun arrest



Evanston Police say a traffic stop early this morning led to the recovery of a stolen gun and the arrest of the car's driver. Police Cmdr. Joseph Dugan says about 1 a.m. officers stopped a car at Howard Street and Western Avenue because the car's license plates were expired. [Read More](#)

Littleton Police Department Charges Man with Drunken Driving, Carrying Firearms While Intoxicated



LITTLETON — Chief Matthew J. Pinard reports that the Littleton Police Department charged a man with operating under the influence of liquor and carrying a firearm while intoxicated as a result of a traffic stop on Thursday morning. [Read More](#)

Berks man arrested after traffic stop reveals 'ghost gun'



A Cumru Township man faces felony firearms charges after township police said they found him with an assembled-from-kit "ghost gun" and switchblade knife during a traffic stop over the weekend. [Read More](#)

window-tinting violation

Three arrested after police find \$13K in fake \$20 bills stashed in car



WASHINGTON COUNTY, Utah ([KUTV](#)) — During a traffic stop, police found approximately \$13,000 in fraudulent bills which led to the arrest of three people. [Read More](#)

speeding and swerving

Do you share our passion for driving safely? Do you have the extra time to make a little money teaching others how to drive safely?

The Maine Bureau of Highway Safety is looking for Maine Driving Dynamics instructors. As an instructor, you would be teaching our defensive driving course throughout the State of Maine, at various Adult Education locations. You will be reimbursed for your personal mileage and compensated for your teaching hours at \$25/hr. Maine Driving Dynamics is a 5 hour, interactive defensive driving course that reviews basics and teaches additional driving tips that new and seasoned drivers should know. Students who successfully complete this course will receive a three point credit on their driver's license.



If this sounds like something you would be interested in, please reach out to Chantel at chan-tel.b.plummer@maine.gov or LEL Reagan at Thomas.J.Reagan@maine.gov for more information.

Feel free to pass this information along to other interested people.

Solving A Puzzle: With Fewer Drivers on the Road During COVID, Why the Spike in Fatalities?

AAA Foundation Research Finds High-Risk Younger Men Were a Larger Share of Those Who Drove More

The Foundation's new research finds while only a small percentage of drivers (4%) increased their driving due to the pandemic, they were younger and disproportionately male—a statistically riskier driver group than the average population. [Read More](#)



Move Over Law

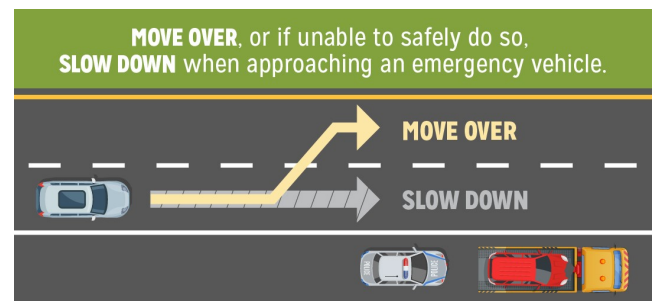
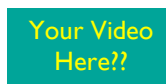
29A 2054-9

9. Stationary vehicles. The operator of a vehicle passing a stationary authorized emergency vehicle using an emergency light or a stationary public service vehicle using its authorized lights, with due regard to the safety and traffic conditions, shall:

- A. Pass in a lane not adjacent to that of the authorized emergency vehicle or public service vehicle, if possible; or
- B. If passing in a nonadjacent lane is impossible or unsafe, pass the emergency vehicle or public service vehicle at a careful and prudent speed reasonable for passing the authorized emergency vehicle or public service vehicle safely.

A violation of this subsection is a traffic infraction for which a minimum fine of \$275 must be adjudged.

Check out these videos:



Maine State Trooper injured in crash on the Piscataqua River Bridge

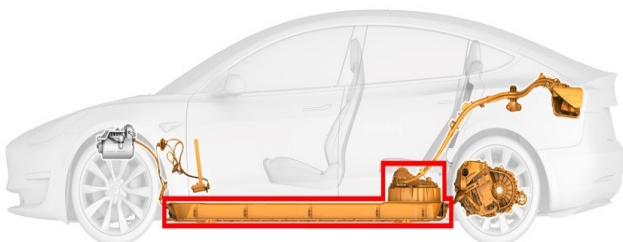
On Wednesday, February 16, 2022 at approximately 6:36 a.m., Maine State Troopers were assisting SPS New England as they were attempting to set up a lane closure for the bridge project.... Trooper Thomas Welch, 43, who was in a fully marked cruiser with emergency lights activated was rear-ended.... [Read More](#)



Not your typical battery

HIGH VOLTAGE BATTERY

Model 3 is equipped with a floor-mounted 400 volt lithium-ion high voltage battery. Never breach the high voltage battery when lifting from under the vehicle. When using rescue tools, pay special attention to ensure that you do not breach the floor pan. Refer to [Lifting the Vehicle](#) on page 24 for instructions on how to properly lift the vehicle.



We've known for a while that the 2022 GMC Hummer EV weighs a lot—about 9,000 pounds. It's also been known that much of the bulk can be attributed to its ginormous battery, but until now, we weren't sure exactly how much. Thanks to documents submitted by General Motors to the EPA and later spotted by Car and Driver, we know the electric Hummer pickup's Ultium battery pack weighs a staggering 2,923 pounds on its own.

That's about 600 pounds more than a new Mazda MX-5 Miata, in case you're curious.



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THE DRIVE

March 17, 2022			SUB-CATEGORIES TO NOTE									
3/17/2021												
	TOTAL NUMBER OF FATALS	MOTORCYCLE/ MOPED/DIRT	ON ROAD ATV	16-19 YO	20-24 YO	65+ YO	PED	BICYCLE		ON ROAD SNOWMOBILE	COMMERCIAL VEHICLE	
		FATALS	FATALS	FATALS	FATALS	FATALS	FATALS	FATALS	MOOSE	FATALS	Related	
On this day in 2022		31	0	0	1	4	7	4	0	0	0	0
On this same day in 2021	22	0	0	0	3	6	3	0	0	0	3	

We have had 30 crashes resulting in 31 fatalities so far this year.
 We have had 1 double fatality crash and 0 triple fatality crashes so far this year.
 Of these crashes, 16 were nighttime crashes and 14 were daytime crashes.

We have had 25 deceased drivers.
 Of these drivers, there were 22 males and 3 females.
 Average age of these drivers is 49.

We have NOT had any motorcycle fatalities so far this year.

We have also had 2 motor vehicle passenger fatalities and 4 pedestrian fatalities.

Please let me know if you need more information.

The crew here at the MeBHS would like to wish Jamie Dionne a fond farewell as he moves on to other endeavors. Jaime has been our impaired driving coordinator for several years. You may have worked with him through the grant process or seen him on any of many grant writing Zoom session. Best of luck to Jamie and his family.



Big Cars Are Killing Americans

The government can no longer allow the auto industry to treat walkers and bikers like collateral damage.

Americans have traded sedans for crossovers and SUVs for full-size pickups with total abandon over the past decade. To the extent that we think at all critically about the sheer bulk of the vehicles we drive, we're usually motivated by environmental concerns. One common notion—though auto-safety experts will say it's not that simple—is that it's safer to get around in what's basically a tank. But those benefits, exaggerated as they may be, are only for people *inside* the vehicle. People *outside*—pedestrians, cyclists, wheelchair users—are in more peril.

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The Atlantic

The American Addiction to Speeding

How we became obsessed with driving fast, no matter the cost.

Speeding is a national health problem and a big reason why this country is increasingly an outlier on traffic safety in the developed world. More than 1 in 4 fatal crashes in the United States involve at least one speeding driver, making speeding a factor in [nearly 10,000 deaths each year](#), in addition to an unknowable number of injuries. Thousands of car crash victims are on foot, and speed is an even more crucial determinant of whether they live or die: The odds of a pedestrian being killed in a collision [rise from 10 percent at 23 mph to 75 percent at 50 mph](#).



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